



The Oregonian.

PORTLAND THIS DAY, AUG. 26, 1866.

MR. OAKES' STATEMENT.

Mr. Oakes mistakes the whole point of the enterprise by The Oregonian of the Northern Pacific's local management. It has not been assumed that the construction of the said branch is subversive to Portland. On the contrary, it has always been expected that the Northern Pacific would build this line sooner or later. It was a part of its original scheme a perfectly legitimate work and in no way a thing to be criticized. Let it be understood distinctly that The Oregonian has not made, and does not make this enterprise, which is entirely proper, legitimate and necessary, the bane of any sort of capital.

The management of the Northern Pacific is criticized because it seeks in every way to be, absolutely, destructive to our business, to be able and in its Portland. The who will speak for it or under its patronage, make it a business to gain a bad name, and to spread the notion that it is a villainous line, doomed to decline, and to be suspended at the city of the county. Whether Portland is disengaged from it is not the affair, unless taken such, being to make the appearance of a contract, calculated to inure us in the business and financial world.

It is true that the policy of the Northern Pacific has not been changed toward Portland in the matter of rates, but this argues nothing, since discrimination against Portland would harm the company far more than Portland. The assumption that by a rearrangement of schedules a new distributing center could be built up in the interior of Washington territory is very bold, to say the least. The Northern Pacific, if we may accept the theories of its general manager in those of the company, has a very high notion of its own power, gained principally by its recent triumph over the weak and defenseless community at Yakima last year. It is very foolish to talk about building up a distributing center in a district not sufficiently advanced to sustain a general trade organization, and it would be more foolish for the Northern Pacific to attempt an enterprise by a course which would limit it's relations with the only real business point in the country. It is not to be believed for one moment that the Northern Pacific fixes its schedules with any sort of reference to the interests of Portland as distinct from its own interests, since it is not its way of business to favor towns that it does not own. It has not been content to serve the country; but, instead, as a carrier of freight and passengers, but has made it a feature of its policy to wreck established towns wherever it can and to build up in their stead towns in which it or its managers hold an interest. For example, the attempt to make a city at Tacoma is a direct attack upon Seattle, in its character precisely like the brutal outrage by which Yakima was wiped out and New Yakima created.

The persistent disengagement of Portland is pursued less with the purpose of really burning Portland than to burn Tacoma in the interest of the Tacoma Land company, a ring within the Northern Pacific. This land company is nothing more nor less than a gigantic swindle. It owns in the neighborhood of ten thousand blocks of land, which must cover nearly twenty-five square miles of territory, and this enormous tract it is trying to "swallow" at city prices. The Northern Pacific Railroad company is used by the land jobbers who are powerful in its management, to advertise and boom the speculative property. It has come to the point that the first consideration in the operation of the road is the interest of the land company, and to this interest the natural and proper interest of the railroad company itself is subordinate and outraged. Portland at this time furnishes an illustration of Portland, which must be the real terminus of the Northern Pacific in the sense of supplying its main through traffic. It is in this business interests to help out the Tacoma swindlers. Seattle, on the other hand, is the natural and the Sound country, is antagonized in the same interest. By way of retaliation, Portland deals chiefly through the Union Pacific, and Seattle now finds in the new Canadian Pacific a means of supplying her merchants without aiding the corporation which tries to crush her.

Mr. Oakes repeats what he has said often before in designating Portland as "the most important" western point of the Northern Pacific system. This has not been doubted, and it has seemed to us ungracious, not to say ungrateful, for the Northern Pacific to permit itself to be used for our disengagement and injury.

BLAINE'S SPEECH.

If any proof is wanting that there is no distinct political issue before the country, it is found in Blaine's speech. When so bright a man as Blaine, trained for twenty-five years to use all the arts of a well informed and aggressive debater, rises to his support, and dares to make a speech that is simply foolish when it is not false and sophistical, you may be sure that there is no hope of success. Mr. Blaine knows that it is not true that protection versus free trade is the instinct and well marked line of division between the republican and democratic parties. It was a *rebel* for which Senator Conger, of Michigan, a state that voted for Blaine in 1860, and 2nd when Michigan continued to be carried in the family, implying that *it's* a some, a necessary cause for the right of the slave, and not upon the state of Michigan, toward democracy would come, and in the next national election find a *rebel* in the *rebel* line. There is a *rebel* in the *rebel* line, but it is not a *rebel* in the *rebel* line.

His speech is a *rebel* for the *rebel* line.

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The Oregonian.

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